

CAMERA



The Newsletter of the Chiltern Model Railway Association

No. 12

May 2013



Photographs from Pendon:

The squire's Morris Cowley parked outside the Harrow Inn
© Pendon Museum

Forthcoming CMRA Events

2013

13 Jul	Modeller's Day	Parminter's School, Watford
7 Dec	AGM & Delegates Meeting	

2014

11 Jan}	Exhibition	St. Albans.
12 Jan}		

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Copy for future issues to be sent to the above addresses.
Deadline for the next issue : 31st August 2010



2013 MODELLERS DAY

Saturday 13th July
PARMITERS SCHOOL
High Elms Lane, Watford, WD25 0UU
10.00—17.00

Talks from invited Guest Speakers
2nd hand stand, trade representation
and demonstrations

(Full list to be published in June of speakers and invited demonstrators)

Tea and Coffee, Buffet lunch provided

Tickets for the event are now on sale and available from either
David Crossley, 6 Cylers Thicket, Welwyn, Hertfordshire, AL6 9RS
or John Doyland 119 Ipswich Road, Colchester, Essex, CO4 0EJ

Tickets are priced at £10.00

The event is subsidised by the CMRA

Modellers Day is for members of clubs and societies who belong to the CMRA

The Chiltern Model Railway Association Award 12th and 13th January 2013

This is the second year that we have presented the Association Award at our annual model railway exhibition.

The idea behind this award is to try and promote a feeling amongst fellow exhibitors and stewards assisting at the exhibition that there is much more to an exhibition than just the layouts and that many people including demonstrators and traders are quite often very much in the forefront when it comes to presentation at an exhibition. The remit is to look at the various stands, be it demonstrators, traders, society stands and invariably layouts and in the opinion of the selected judging panel decide who they think is presenting the image to members of the public visiting the exhibition with an outlook that promotes the hobby in the best light.

This year by a unanimous decision the award was made to Gordon and Maggie Gravett for encouraging young people to try their hand at modelling. The plaque is shown below.

As Gordon and Maggie were going to be demonstrating at the York Model Railway Show over Easter and as I had every intention of also visiting the exhibition whilst on my travelling vacation around the northern parts of England it was my great pleasure to be able to present the plaque in person to them both. They were both highly delighted with the plaque and thanked the association for the honour.

John Doyland, Chairman



With the Clubs

Banbury & District Model Railway Club

In Memory - Fred Berry

It is with regret we report the death, at the age of 81, of founder member and president Fred Berry. Fred was a railway modeller all his life and was a master craftsman. His full-time job was a photo-retoucher/etcher in fine colour printing and as well as building locos, coaches, wagons and buildings from scratch he was especially skilled at painting and lining.

Living in Banbury he was a friend of Jim Russell (author of "Great Western Railway Engines", "Great Western Coaches", "Great Western Wagons", "The Banbury & Cheltenham Railway", etc) and together they carried out much pioneering work with EM gauge on Jim Russell's "Little Western" railway. Whilst involved with Jim, who worked with Guy Williams, the three formed "Fourmillaid" a business fabricating etched brass parts and name plates for modellers, Fred doing the artwork and etching.

Working with Guy Williams, Fred painted a number of his locos some of which grace the walls of Pendon Museum and through this work was also friendly with Roye England. Moving to Leicester for a time, Fred was soon on the hunt for railway modellers and got to know the Revd Teddy Boston, his wife Audrey and the cat "Magnificat" and assisted Teddy with his "garden railway", 2ft gauge "Pixie", and his indoor OO model layout.

Moving back to Banbury in 1965 Fred helped found Banbury Model Railway Club and continued modelling and painting. His interest turned to O-gauge and he was active with the Oxford O-Gauge Group headed by the late Roy Slaymaker. Through them he was a regular visitor to Sir William McAlpine's Fawley Home and the Museum O-gauge layout - painting and lining many locomotives for other members, including Sir Bill himself.

Some 16 years ago Fred suffered a massive heart attack with a subsequent five-part bypass operation which almost brought him back to normal. However, in later years, despite having the latest technology of pacemaker, there was a steady deterioration in his health and these last four very cold winters played havoc with him.

On Thursday, 28th March, Fred was admitted to the local Banbury Horton Hospital where, on Tuesday 2nd April, he very peacefully passed away. He had asked one of the nurses for a cup of tea and after a sip said "That's a really nice cuppa" and when she turned back he'd gone.

For 54 years Fred was aided and supported by his wife June. To visit them at home one was very quickly provided with a cup of tea and biscuits and if you had a model problem it was quickly solved by the words "all you have to do is . . ."! June herself isn't too good at the moment as two days after Fred was admitted to hospital she had a fall and broke a hip so at the moment she is in the same hospital.

As they have no children and few relatives locally June is being supported by members of Banbury MRC who would like to know whether there are members who have models with Fred to be finished. Get in touch with Secretary Keith Bristow on 01295-252931.

Carshalton & Sutton Model Railway Club Alive & well and looking to exhibit layouts.

Carshalton & Sutton MRC are still going strong despite the lack of exhibitions. We are, of course, looking for new members, like many Clubs.

We now have **Five** layouts ready for exhibiting and full details of these and contact info can be found at www.csmrc.co.uk or by calling 07715 890786.

Dave Smith, Hon. Secretary, Carshalton & Sutton MRC.

Astolat Model Railway Club

Don't loose faith!

During 2012 we were advised by our landlords that the building we rented a room in for our club nights and a store room for our layouts was going to be sold, probably for redevelopment and we should expect to move out sometime in 2013!

A bit of a blow on one hand but not a surprise as our club room and layout store was in a Methodist church and the congregation had been reducing in number over many years. Their income from lettings was quite strong but clearly a church is about the people it serves and not just a revenue stream. During the years we have been renting space, our landlords have always been very helpful, even to the point of letting us remove all the chairs from the sanctuary so that our exhibition space in the same building could be doubled in floor area. However, there were problems. The church car park and our store was below ground level and every time we had heavy rain the car park and our store flooded to a depth of about 6 inches and took a long time to drain causing us to keep everything at least a foot off the ground.

Our annual exhibition is always on the third week of January and all was set for a great show until it snowed the day before and 75% of traders and exhibitors wanted to know if we were going ahead or cancelling! Regrettably we had to cancel the event.

Great – we were to be evicted from our club rooms and exhibition venue, and now a year's work in planning an exhibition had just collapsed, not to mention the significant financial loss. After a couple of days licking our wounds we approached the church and they very kindly refunded our exhibition venue hire money. Also the National Trust refunded the money we had paid out for trader and exhibitor car parking spaces and members bought much of the food we had bought for the day. Fortunately we were insured via Magnet Insurance Services Ltd so an insurance claim was submitted. On the positive side, without exception every trader and exhibitor thanked us for making the difficult decision to cancel, it saved them the stress of trying to come to us and we were also able to get it mentioned on the local radio station and on the UK Model Shop Directory. OK, so we took a hit on the money but with the insurance settlement, the various refunds and members buying the food we ended up with a loss of about £300 on our set up costs.

Well we did not loose faith; we just got up, dusted ourselves off, put on a smile and started again. So far we have rebooked Guildford Methodist Church for a Summer Exhibition on 1st June to try and recover some of our lost revenue, found a new venue for our exhibition on 18th January 2014 (Guildford County School) and are in the last throws of negotiations regarding a new club room which assuming it goes ahead will be significantly better for us and give us some security for many years.

David Wilde, Exhibition Manager, ASTOLAT MRC

Warley Model Railway Club

Warley MRC held a very successful open day in February when about 200 people visited during the day. These days are very useful in helping to answer questions asked by visitors to the NEC exhibition, which isn't always the best forum. It also gives club members a chance to meet up and operate layouts, yes we do run trains, but three different nights means people are missed.

In line with this years programme we are holding another Open Day on Sunday 19th May, between 11.00 & 16.00. The address is Unit 1F, Pearsall Drive, Oldbury West Midlands 2 miles from Junction 2 on M5.

We look forward to seeing some of you on the day I will be running an EM layout on an upper floor.

John Barnes



The Cumbrian Railways Association

Carlisle Citadel Station

At 3-30 pm on 11th August 1956, 8P 4-6-2 71000 Duke of Gloucester starts away with the Up "Mid Day Scot", with steam to spare for the steady climb to Shap. Bright summer sun is casting strong shadows through the glass-less roof. The next southbound train will be the 12-20 pm Perth to Euston, train W484, arriving at 3-43 pm. The "Scot" in the centre road is waiting to take it forward; the exchange with the Scottish Region loco will be done in less than nine minutes to allow a 3-52 pm departure.

CRA Pearsall Collection PEG817

The Carlisle Conference

The Cumbrian Railways Association is pleased to invite you to attend a Carlisle Railway History Conference on October 11th, 12th and 13th October 2013.

This is a unique opportunity for you to find out about and be intrigued by the history of the railways in and around Carlisle.

Over three days you will have the opportunity to go behind the scenes of the local museum, library and archive centre and see what they have in the way of historical artefacts and documents not normally on view to the public. Hear from eminent expert historians how, when and why the railways came to Carlisle. Also how the competition between the East and West coast lines affected services through the city over the decades and finally how present day privatisation continues to have an impact on services. A formal dinner on the Saturday evening will be followed by Mr. Chris Green talking about his railway experiences. Sunday will be an opportunity to find out more about the station itself led by a local expert with intimate

knowledge and possibly visit parts that are not open to the public. You can download a copy of the programme by visiting the web site – www.cumbrianrailwaysassociation.org.uk.

You do not have to participate in all events although the full day on Saturday is all-inclusive.

Philip Tuer, Secretary, Cumbrian Railways Association

The Cumbrian Railways Association is the local railway history group for Cumbria and North Lancashire. With a membership of over 420 it is a registered charity with the aim of promoting interest in and knowledge of the railways of this area, and the part they have played in its development over the last 150 years. For more information about the Association, its activities and services, please visit our website at www.cumbrianrailwaysassociation.org.uk. or write to the Membership Secretary at 95 Harrington Road, Workington, Cumbria CA14 2UE

A Little Bit of Space Left Over

Can you fill it in future issues?
Please get in touch with the Editor
at newsletter@cmra.org.uk

When was the last time you visited Pendon Museum?

When was the last time you visited Pendon? It was a question I was recently asked and I had to admit it was a few years ago. I have been a 'friend' of Pendon for many years, receive the newsletter and always promise myself another visit.

Over the Easter weekend I took the opportunity. The new introductory gallery and the revised Madder Valley Railway presentation was a great start. I have to admit it was the first time I had seen Madder Valley in operation, I don't think that John Ahern would ever have imagined that it would still be running 80 years after it was built.

The Dartmoor Scene, viewed from eye level, remains an outstanding feature of the museum. The quality of the commentary, the sequencing of the trains and the impressive sight of the locomotives and stock passing over Brunel's wooden viaduct never fails to impress all who see it. Take your time and let your eye wander over the scene and you are amazed by the small details which bring the scene to life, see if you can spot the motorcyclist chatting to other people or the Jersey cow on the horizon. Like many of us I have seen numerous photographs of Dartmoor but would recommend a visit to <http://www.modelling-inspirations.co.uk> for some of the recent photographs.

Moving upstairs to the Vale Scene you begin to understand something of Pendon's founder, Roye England, and his vision to model a 'snapshot in time' of the ever-changing scene in the Vale of the White Horse. What he has left us is the picture of the closed world of the Vale as it was in the 1930s which is now gone forever. The quality of the modeling is regularly illustrated in the railway press but on each visit you can appreciate the progress being made. New buildings, recently completed are on display before being placed in the scene. Stephen Williams model of Duck's Store based on the village stores in East

Hendred deserves pride of place. The breadth and depth of the Vale Scene really has to be seen to be fully appreciated and then there is the railway fitting, as it does, into the landscape and providing an opportunity for running carefully researched and timetabled trains. Many of the original engines built by Guy Williams are still running beautifully and with the prototypical carriages and wagon formations there is much to maintain interest. The expert commentary provided by the vale guides and their willingness to answer numerous questions only adds to the experience.

The Chairman of the Trust, Chris Massey, has an infectious enthusiasm for the Museum and is very keen to welcome clubs and societies to Pendon. He explained that they provide special tours for clubs and societies outside of public hours which can be very informative and provide a real opportunity to ask questions about Pendon's modeling techniques, progress and future plans. Please visit <http://www.rmweb.co.uk/community/index.php?topic/55044-rmweb-private-viewing-and-guided-tour-of-pendon-museum/> for RM Webs feedback from their visit.

Another recent development are the series of talks and master classes on aspects of modeling - Gordon Gravett on modeling Trees, Geoff Taylor on Buildings and Andy York on photographing models have proved to be very popular courses.

Will I be making more regular visits to Pendon _Yes. - and will I be recommending it for a club visit -Yes again!

Pendon is open each weekend except in December and on Wednesdays in July, August and school holidays. Further information is available from the Pendon website at www.pendonmuseum.co.uk or by phoning 01865 407365 or emailing info@pendonmuseum.co.uk.

Paul Leonard, Andover MRC



Photographs from Pendon:

No 638 heading for the moors with the early morning 'workmen's train' on the Dartmoor exhibit

©Pendon Museum



Photographs from Pendon:

Above

French Atlantic loco "Alliance" passing the junction signal box on The Vale of White Horse scene.

© Pendon Museum

Below

M&SWJ 2-4-0 No 11 crossing the bridge over the GWR mainline as it heads for the Berkshire Downs en-route for Savernake and Andover

© Pendon Museum



The Erith Model Railway Society's New Clubrooms.

The Erith Model Railway Society (EMRS) had been aware for about three years prior to its move that we had to move out of our clubrooms in Norvic House, Lerner Road, Erith, that we had been in for about 20 years. After the deadline to vacate had been moved forward, twice, we had to move out by 1st December 2012. However, the search for new clubrooms had begun long before that. The society's Exhibition Manager, Paul Plummer, had conducted an exhaustive search in, around and on the outskirts of the London Borough of Bexley, with over 25 possible sites being rejected for fairly obviously reasons, namely to do with cost, access, parking, availability and/or lack of space. The society had agreed in principle to move to the Belvedere Community Centre at an Extraordinary General Meeting (EGM) in July 2012, as it was the only realistic option we had.

However, two months later, thanks to one of our members, the society was instead moving to the Club & Institute Union (CIU)-affiliated Belvedere Working Men's Club (BWMC), Gilbert Road. The move meant that society members would also become members of that establishment and the CIU, allowing EMRS members to enter any CIU-affiliated club in the country.

The move started in October 2012, with many of the society's more valuable possessions, such as local station signs dating back to the 1930s and 1950s, having already been put into safe storage. Layouts, tools, reading materials, worktops, equipment and any other bits and pieces were taken to the BWMC. We were having problems with water leaks into our clubrooms from flats above and this situation was gradually getting worse, and by early November it had started to leak into the electrical fittings for the lights. Enough was enough, so on 10th November everything that was still in Norvic House was moved to the BWMC.

By the middle of November work had already started in the new clubrooms. This was done by professional builders

and electricians, and came in £4,000 under our budget! The important work had finished by February 2013 and this allowed society members to start moving layouts, worktops and other furniture into our new clubrooms, which are marginally bigger than the old ones at Norvic House. We have access to the downstairs lavatories at the BWMC, so we do not have to give up valuable room, and money, to have a lavatory installed in our clubrooms. A new test track has been built, four lines for OO/HO gauge, two for N gauge and one for O gauge. All lines, except for the O gauge line which is end-to-end, are continuous running. The test tracks from the old clubrooms are also being put to use. We now have a dedicated 'lounge' area, just in front of the tea bar. Despite there being a bar upstairs, our clubrooms will be an alcohol-free zone.

To celebrate our move, the EMRS plan to hold an open day sometime soon. We do not have many new layouts at the moment, though we have plans to rebuild some, but our priorities for the past few years had been to find a new 'home'. We could have easily been in the doldrums for years upon end, and many clubs had suffered or are suffering that fate, but thanks to the determination of Paul Plummer and others, and a chance of luck, the EMRS has a new home. It is interesting to point out that the locomotive *Invicta*, which is the EMRS emblem, shares its name with the building that the BWMC is in.

Special thanks must go to all of our members who helped out with the move and for providing transport, without their help the move out of Norvic House would not have been possible, Laurie Mullet, the EMRS member whose membership of the BWMC helped us get these new clubrooms, and to Paul Plummer, who pretty much single-handedly led the search for new clubrooms.

Visit the EMRS website at <http://www.ukmodelshops.co.uk/erithmrs/> for more information about the society and the exhibitions we organise.

Text and photographs by Michael Chipperfield.



The once busy old clubrooms. 10/11/2012.



The old test track, Hainault Junction, being dismantled. 10/11/1012.



Our new clubrooms before the work started. 21/10/2012.



The work on the new clubrooms had started. 10/11/2012.

Proof that the water leak was that bad.
21/10/2012.



Our new clubrooms are 'finished'.
3/4/2013.



The 'lounge' and tea bar. 3/4/2013.